



2003-1



SKURKA

SKURKA-Francis J. on February 19, 2003. Beloved husband of the late Helen. Loving father of Susan Metallo, Donald, Frances Garcia, Matthew and Andrew. Reposing at William E. Law Funeral Home, 1 Jerusalem Avenue, Massapequa, NY. Mass of Christian Burial Saturday at 1:00 PM at St. William the Abbot RC Church, Seaford, NY. Interment Pinelawn Memorial Park Cemetery. Friends may visit Friday 2-5 and 7-9:30 PM. In lieu of flowers, the family requests donations to US Merchant Marine Academy Alumni Foundation Inc., Babson Center, Kings Point, New York 11204.

Above. Lt/Rt. Don Hubbard, Jack Hinkley, Frank Skurka, Ray Handwerker At The Washington Navy Museum, Convention, May 14. 1997.

**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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DEADLINE for submission is the second month of each quarter.

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The Bottle Shipwright

Volume 21

Number 1

ON THE COVER- Frank Skurka
Obituary.

BACK COVER The Prez says ,Frank Skurka

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the
pres sez...

.....ATTENTION ON DECK! THIS IS THE CAPTAIN!!



Here we are in a new year and I hope that our members are embarking on new bottleship works or continuing on ones that have been started. Charles Hand started the year by designing a bottle ship Christmas ornament. I worked at placing ships in small clear glass Christmas ornaments for my daughter, who is a teacher, to give to her teacher friends as gifts. Three Caravels and a sea going tug with a Christmas tree on her stern deck. The tree lights were those colored "sprinkles" that adorn cookies and cakes.

Some comments have been raised about the ship depicted on our Association emblem which was designed from an old wood cut by one of our European members a number of years ago.

The masts and sails seem to be awry. Take a look at it. Interesting isn't it?.

Welcome aboard new members. Our Editor hopes to hear from you about your bottleship work accompanied by photos.

HIT THE BOTTLE

Jack



Lt. One of Frank Skurka's SIB's in a mini pinch bottle. Frank won Honorable mention for this in Savannah In 1992's Convention.

Send Material for the Editor to----
5075 Freeport Drive, Spring Hill, FL., 34606.
E-Mail-btlshprt @ innet.com.

Ray Handwerker

Having read the front cover, you know that once again I must take on a task that I hate. Having talked to Frank only a few days before the shattering phone call from his son Matt. I was waiting for his book report, the modelers lexicon and spindrift.

Sadly they will never come. Frank was a good, true, long time friend. He truly cared for this Association and would not hesitate when asked, or if he thought we needed something, to step up and accomplish the task. Please take a moment and bow your head in silence to remember a great person.

Another avid supporter of SIBAA, Charles Hand has been gracious enough to step up to fill the void left by Frank's passing. Charles has accepted the position of Vice President of this Association, and I think he will do an admirable job. Thank you Charles.

Now let's refill those bottles.

WELCOME ABOARD NEW MEMBERS.

David G. Dikun, 1109 Karen Ter. Linden, New Jersey.07036.
David J. Gendall, 21 Ocean St. Beverly, Massachusetts. 01915
Ingela Sahlberg, 1211 33 Eskadelen, Skordevagen 104 Sweden.
Swedish Ships-in-Bottles Association, Membership Chairman.
Kirby O. Smith, 1617 Oakmont Drive, Williamsport, Pennsylvania, 17701.
Raymond Lee Templemen, 7719 Virginia Lane, Falls Church, Virginia.22043.

ADDRESS CHANGES.

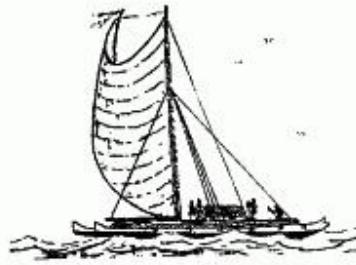
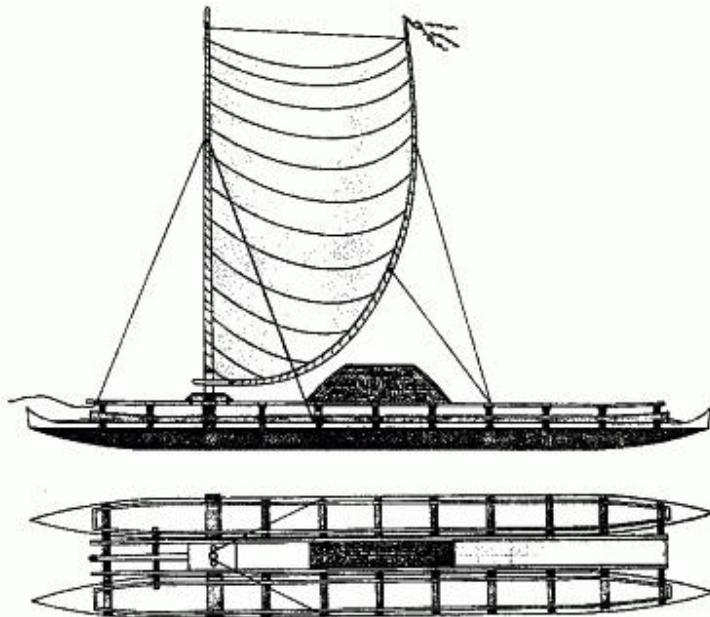
Alan Barracough, 50 Bayview West, Selbyville, Delaware.19975.
Clyde A. Ramdwar, 411 Princess St. Clearwater, Florida.33755.

If I missed anyone, my apologies, and drop me a line for a correction in the next issue.



Above, from Joe Barr, The Herbert C. Jackson and The Adam E. Cornelius on the Rouge River. May 19, 2002. Thanks Joe.

Plan for the voyaging canoe WA'A KAULUA of Hawaii



History--Of all the seafarers in all the world, none deserve more respect than the ancestral discoverers of Polynesia who left Asia for the uncharted waters of the Pacific more than 3,500 years ago. Lacking modern materials, their frail canoes were constructed of hand hewn wooden planks joined together with pegs and woven coconut fiber. The seams were caulked with pitch from the gum of the breadfruit tree, and the sails were pieced together of leaves and bark. Their tools were stone adzes, bone and shell knives, rasps of coral, and sandpaper made of shark and manta ray skin. They navigated by the sun and stars, by the feel of the ocean swell, and by the migrations of birds. By the time of the European voyages of Cook and the other great explorers, virtually every habitable island speck in the vast 15,000,000 square mile Pacific had been settled by these daring seamen. The double-hulled canoes, such as the one shown, were designed for long voyages and are known to have reached 108 feet in length, though most measured about half that. The canoe shown here is derived from one measured by Captain Cook which had a hull length of 70', a width of 12' and a draft of 3'5".

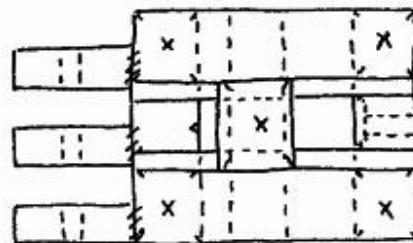
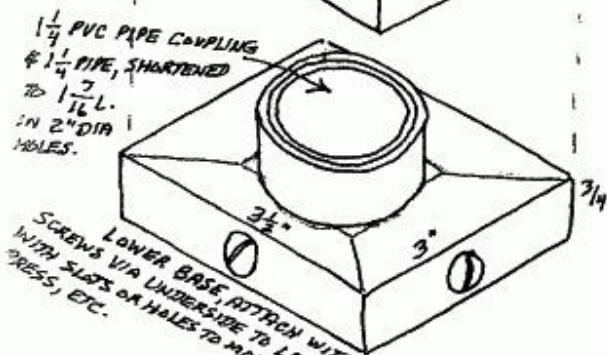
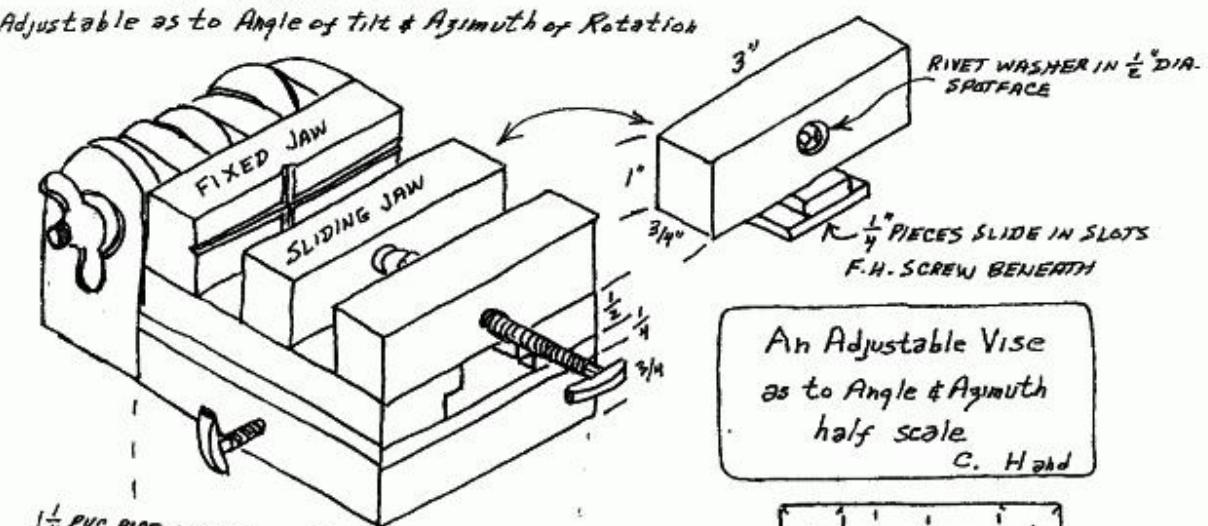
Color scheme--Hulls-black below, natural wood above. Spars-natural wood. Sails-yellow ochre. Feather pennants-bright red. The addition of "people" on deck adds to the appearance.

Plan adapted from paintings by artist Herb Kawainui Kane in the 1972 Dillingham Tide Calendar and from information in Yachting, December, 1937

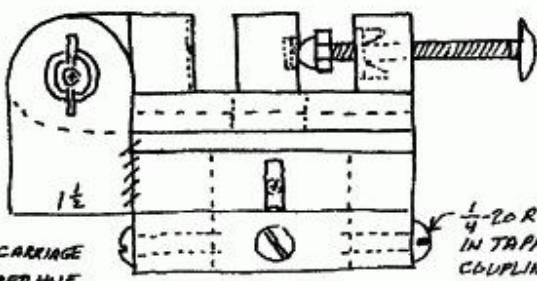
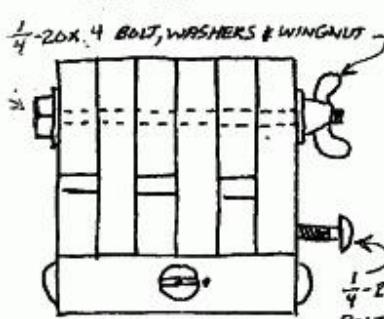
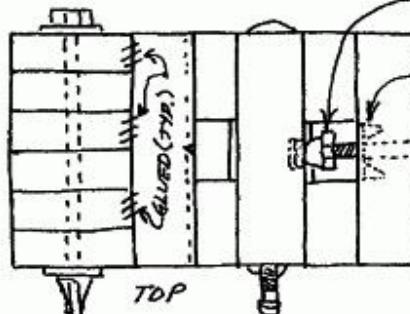
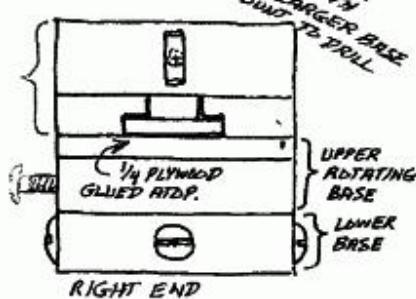
3 ·

A Versatile Vise

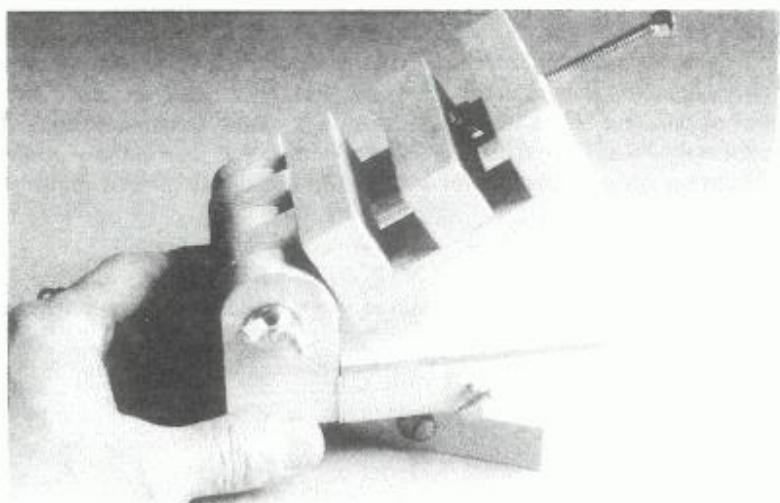
Adjustable as to Angle of tilt & Azimuth of Rotation



UNDERSIDE OF VISE X = 1 1/4" F.H. SCREW COUNTERSUNK FLUSH.



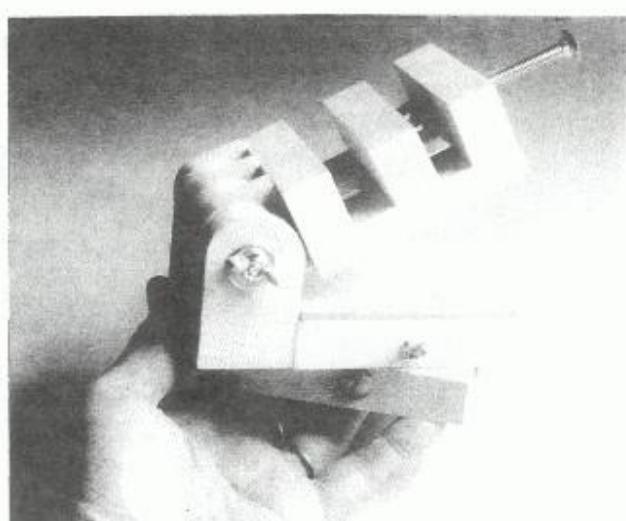
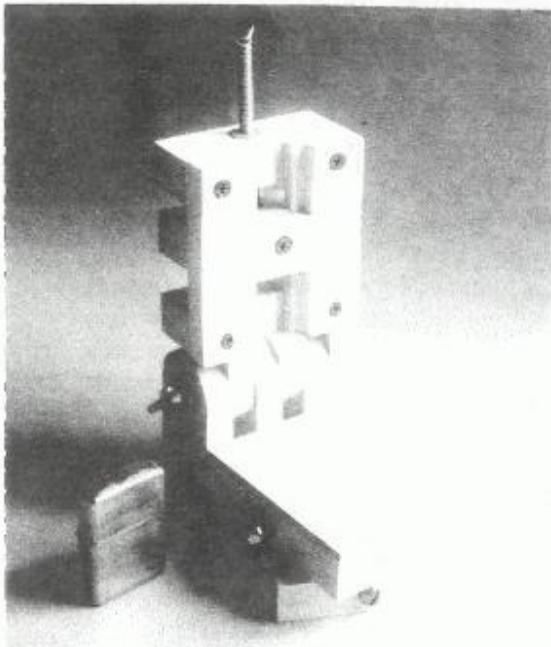
A VERSATILE VISE.
By Charles Hand.



Obviously a handmade (no pun intended) vise which sort of evolved and might be useful to others. I liked it enough to make another at $\frac{1}{2}$ size (same as sketch) with a few minor changes. Will send pictures if decent, and another sketch when I get time to make one.

Light duty, but relatively inexpensive and only takes about 5 hours to make over a 3 day period.

Regards.
Charles.



Shipbottlers' World Session - Aeroe 2003

Aeroe is a small island in the Southern Baltic in Denmark.

On the 7th and 8th of June 2003 the Museums of the Aeroeskoebing Municipality is planning a 2-day session in memory of the late Ship Bottler Peter Jacobsen - who would have been 130 years and whose collection has been open for visitors in the old workhouse for 60 years. Peter Jacobsen has paid a significant contribution to the island by his beautiful ships - as far as both tourism and handicraft is concerned - and he was known all over the world as no less than the ship bottler's Rembrandt. You could not present him a bottle in which he was not able to insert a ship!

The Programme will include, among other things:

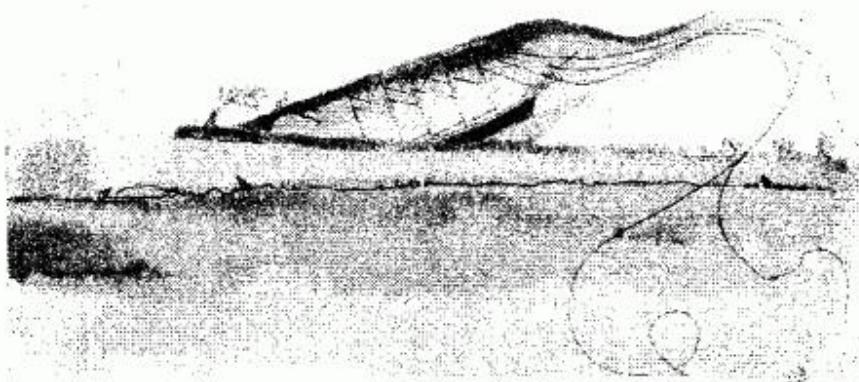
- More than 600 bottle ships on display on the island – of which Peter Jacobsen is the author of 300
- 'How Bottle-Peter met the Danish king' – a theatre performance according to the H.C. Andersen tradition
- Lecture on Bottle-Peter's life and his collection including old slides
- Wreath-laying ceremony at Bottle-Peter's tomb at the Aeroeskoebing cemetery
- Guided tours in the fairytale town of houses from the 18th and 19th century
- Banquet
- Bottle-ship construction workshop according to the Bottle-Peter way
- Guided tour to the fabulous Marstal Maritime Museum
- Visit to the worlds biggest solar collector system
- Tours to local handicraft workshops will be arranged for companions

For further information and registration please refer to

www.bottle-peter.dk

- and please note that the website is continuously updated.

Please disseminate this information to people and organisations interested in bottle-ships!



6. **MUSEERNE I AERØSKØBING KOMMUNE**

Ærøskøbing, 2nd October 2002

Don Hubbard, Membership Chairman
P.O. Box 180550,
Coronado, CA 92178-0550

Dear Mr Hubbard,

Thanks a lot for the last edition of the The Bottle Shipwright!

I would very much appreciate if you would send me two more copies of this edition – 2002 –3, where I am on the front page with a bottle ship, and Bottle-Peter is on the back page.

At the same time I would like my membership of the association to be changed into the name of the museum, and I will therefore below state the particulars - according to the application form - for the museum.

Bottle-Peter's Collection
Smedegade 22
5970 Ærøskøbing
Denmark
+45 62 52 29 50
info@auçinus.dk

Yours sincerely

Per Jakob Fahlén

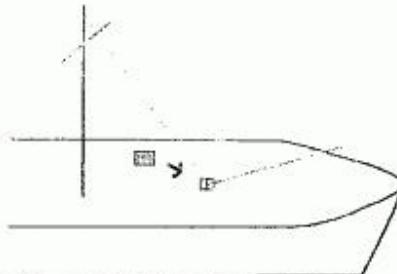
DECK LINE RIGGING.

With the help of Mr. Charles Hand and Mr. C.L.Don Bradley I was able to complete the model of the P.S.Hope, a Civil War blockade runner. A problem presented itself during the construction of the model and I would like to present my solution.

I have never liked to cut rigging lines from the bottom of the hull. I like the ship to be secure in either the putty sea or on support rods before I begin cutting lines. This is especially true for the P.S.Hope, a full hull model on support rods., because the rigging cutting process could mar the finish. In addition, I make enough mistakes inside the bottle without having to worry with a model that keeps moving around on me. I noticed that the rigging line that passed through the middle of the deck was positioned very close to a hatch. I therefore cut a depression smaller than the hatch in the deck under where the hatch would be positioned. I then secured a small piece of wire in the middle of and near the top of the depression. The rigging line could then be passed under the wire and glued in place. After the C.A. glue was dry the rigging line could then be cut and afterwards the hatch positioned and glued in place.

If you are like me the diagram will be far easier to understand than my explanation.

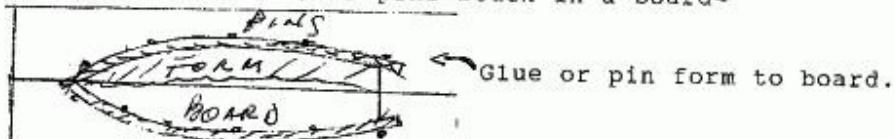
Steve Moseley
Cincinnati, Ohio



MAKING BULWARKS.

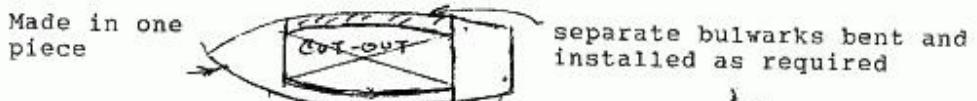
Most S.I.B. manuals say to cut out the bulwarks with a sharp chisel. This sometimes leads to failure and a new hull must be made. There are ways to do this painlessly.

- (1) Soak bulwarks pieces of the proper size in hot water and bend them around a form (best) or pins stuck in a board-



Glue to hull when dry.

- (2) Another way is to saw or cut-out the foredeck, poopdeck, etc. from a thin piece of wood which is glued to the hull piece which has the sheer already cut in it-



For one piece start here for jig sawing.

Robert F. Frederick. Seattle Washington.

OF PUNCHES & DISKS - AN INADVERTENT DISCOVERY

For cutting small styrene disks to use on models, I often used an old revolving leather punch. This tool had six hollow, cylindrical punches in a turret such that any one could be pressed against a brass anvil via a scissors action. The action tended to cut deeper on the inner edge and often incompletely on the opposite edge. It was also difficult to dislodge the disks from inside the hollow punches by inserting a stout rod through the opposite - sometimes smaller - punch, frequently damaging or distorting the disks.

Recently, the rotating bushing on one side of the punch turret wore out and fell off. Examination revealed the turret was a two-piece assembly joined by two screws to encapsulate the punches. I bent the side away and removed the screws, freeing the six punches. I now use those punches individually with a hammer on an anvil to make disks which are cleaner cut and easier to remove from the punches. It is also now easier to sharpen the punches.

Curiously, my catalogs reveal the revolving leather punch is less expensive than a like set of hollow punches.

C. A. Hand

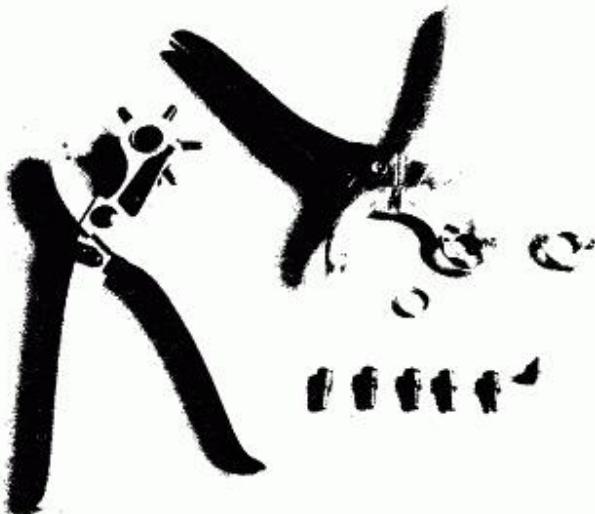
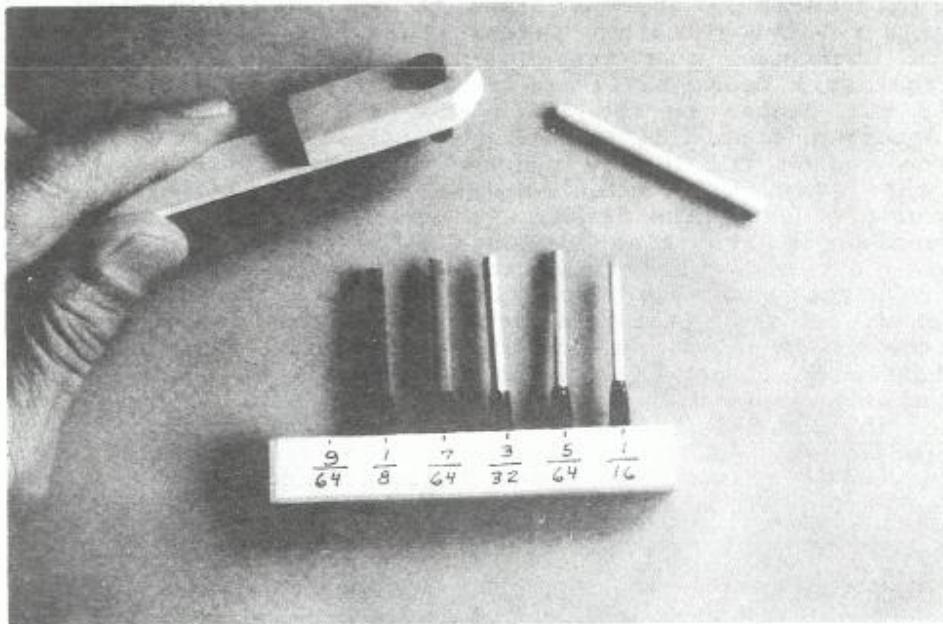


PHOTO CAPTIONS:

1. A new(er) revolving leather punch & the worn out one, with the six punches removed from the latter.
2. Two boll weevils grew up in the deep South. One went to Hollywood and became a famous actor. The other stayed behind in the cotton fields and never amounted to much. The second one, naturally, became known as the lesser of two weevils.
3. Two Eskimos sitting in a kayak were chilly, but when they lit a fire in the craft, it sank, proving once again that you can't have your kayak and heat it, too.
4. A three-legged dog walks into a saloon in the Old West. He sidles up to the bar and announces: "I'm looking for the man who shot my paw."

9.

OF PUNCHES & DISKS - AN INADVERTENT DISCOVERY.
Continued.



2. Fitted holes & a label on a wood scrap forms a storage container for the six punches & sized push rods (for removing the disks from inside each punch). A like hole in a wood scrap glued atop a tongue depressor stick, plus a smaller, concentric hole in the stick, makes a handy holder for each punch to avoid hammering one's fingers ... if you're like me.

MORE SHIP MODEL SOURCES.

HOSFELT ELECTRONICS, INC., 2700 Sunset Boulevard, Steubenville, OH 43952-1158
1-800-524-6464 Electric and Electronic Supplies. Catalog available.

www.horizonhobby.com HORIZON HOBBY 1-800-338-4639 or call 1-877-504-0233 for a hobby shop near you. Radio Control and R/C Sailboats & Speed Boats.

www.dlumberyard.com LUMBER YARD, 6908 Stadium Dr., Brecksville, OH 44141
440-526-2173 Exotic, rare, imported and domestic wood suited for model building. Catalog Avail.

www.nesm.com NORTHEASTERN SCALE MODELS INC. 99 Cross St., Dept. SS, Methuen, MA 01844 (978) 688-6019 Supplies

www.NWSL.com NORTH WEST SHORT LINE, Box 423, Seattle, WA 98111-0423
206-932-1087 Gearbox Kits

www.micromark.com MICRO-MARK, 340 Snyder Ave., Berkeley Heights, NJ 07922-1595
1-800-225-1066 Small Tool Specialists

www.precisionhobby.com PRECISION HOBBY TOOLS, P.O. Box 195, Hubertus, WI 53033-9799
1-877-872-924 Electro-File Tool

TAUBMAN PLANS SERVICE INTERNATIONAL, 11 College Dr.,#46, Dept. SEA, Jersey City, NJ 07305 201-435-5205 Ship Model Plans. Catalog available.

ROCKY MOUNTAIN SHIPYARD, 590 Ronlin St., Grand Junction, CO 81504 1-800-546-7447
Ship Model Plans. Catalog available.

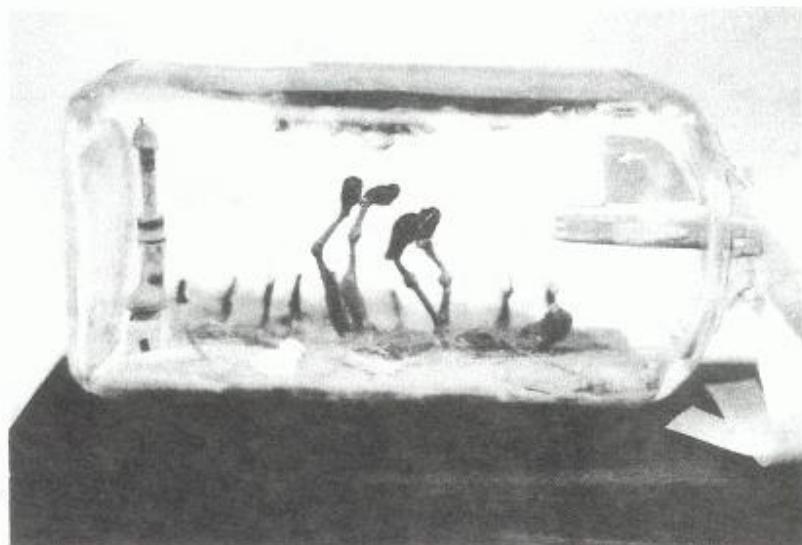
Hey SADDAM!

I just flew 10000 miles and smoked your Camel.

Who doesn't remember these words? Well it was George Pinter's version of the desert war against Iraq in 1991.

Look in your files. You will find George's Camel in a Bottle on the 1991 No.3 cover of "The Bottle Shipwright". This is your chance to equal or to better George's version. If you don't have the 1991 issue I am sure that Ray will have a reprint for you in this issue, so do your best. And send pictures of your artistic results to the editor of this paper.

Sincerely, Bob de Jongste.



A magazine article said that the way to achieve inner peace is to FINISH things I have started.

Today I finished 4 bags of potato chips, a cherry pie, a fifth of Jack Daniels, a small box of chocolate candy and managed to avoid two people I don't like.

I feel better already.

11.



Letters from the members

-In this first issue of the new year we welcome five new members. Our new overseas member from Sweden, Ingela Sahlberg, is the Swedish Ships-in-Bottles Association, Membership Chairman, and we have no mention of the number of SIB's built. David J. Gendall of Beverly, Massachusetts states that he has collected books and bottles for years but as yet has not built one. Time to start David.

Raymond Lee Templemen of Falls Church, Virginia has built 10 and is starting again after a 20 year lay off. David G. Dikun of Linden, New Jersey has built 3 , enjoys plastic modeling and belongs to the Northern New Jersey Shipmodeling Society. He is also coming back to SIB's. And finally Kirby O. Smith of Williamsport, Pennsylvania is also coming back to the "Hobby" he enjoyed 25 years ago. No mention of the number built.

Welcome aboard and welcome back. (See I told you this art is habit forming ie, addictive) We are happy to have you as part of this Association,

But please remember that this is your journal. It is about you, what you do and how you do it. If you have a different/easier/faster method of building SIB's, an idea, a helpful hint or tip, some better materials or sources. Need help or answers, let us know and we will try to help. And don't be shy about sending in articles or photos of your work. We will be happy to show them in the Bottle Shipwright.

Ralph Preston of Vermont sent in the following:

He just got the news that he has been made an honorary member of the Stockholm SIB Society. He was their in October, showed his slides and gave a talk. He states that they have a good percentage of women in there Society and are very gracious hosts.

He also sent in the following tribute to Frank Skurka.

There will be an empty seat at the next Conference. We will miss his humor, his ready smile, his enlightened articles about things maritime, his review of books that I never got time to read, and his modeler's lexicon.

But, most of all, we will miss his warm smile and companionship. He personified our mantra: "Bottleshops are Friendships".

He personified our mantra; "Bottleships are Friendships". We can only hope that England and Wales will be equally successful.

We can only hope that Frank and Helen are together again in that "Great Bottle up in the Sky" Amen.

PS; I have an abbreviated web page and an e-mail address. A former student gave me her computer, so I have been hauled, kicking and screaming into the 20th century (not the 21st)
www.hit-the-bottle.com ralph@hit-the-bottle.com.

Editors note;

The Ships-in Bottles Association has sent a donation to the U.S. Merchant Marine Academy Alumni Foundation Inc , Babson Center, Kings Point , New York 11204. In Frank Skurkas name.

Any member of the association may do the same .
Prez-Jack Hinkley sent in the following update.

Our Legally blind member Herb Manley is currently working on a seascape which features a two masted schooner in an old upright bottle. However, the weather as he works is somewhere around sixty degrees and his thoughts turn to playing some golf.



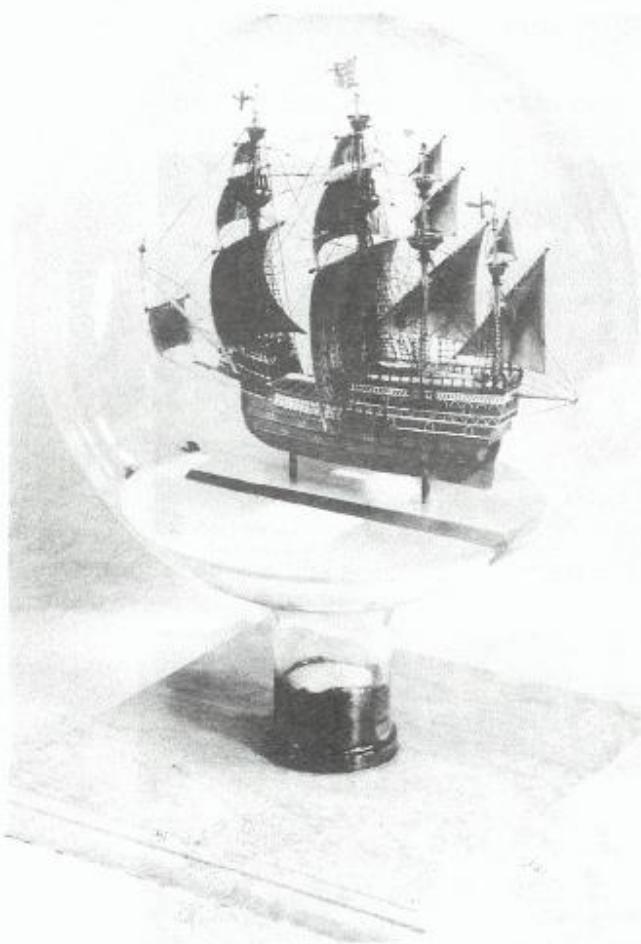
(update continued)

Golf, you say?. Yes, Herb plays golf. Herb plays with a golfing buddy of some twenty-five years; a friend who helped Herb over the hurdles while coping with the first years of his vision problems.

His friend will visually pace off the yardage for each hole and hand Herb the appropriate club for that hole which usually works out well.

When it doesn't Herb might say in a joking manner, "What in blazes were you thinking when you handed me that club?".

Herb's friend is along time good and loyal one whom he can not only have a good time playing golf with, but who also cuts out the hulls for Herb's ships on his band saw. Something herb says would not be in his own best interest if he were to attempt to do it himself.



How'd You Do That?

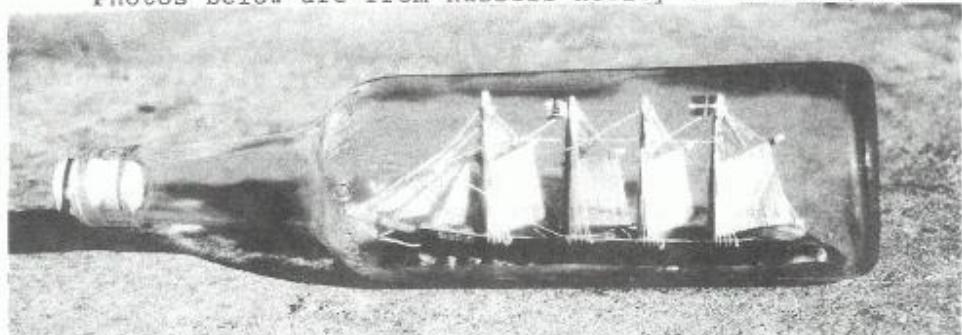
Above, From Robert Frederick of Seattle, Washington.(Carafologist)
Left, From Ralph Preston of Hinesburg, Vermont.
Ralphs "The Great Harry Ship Circa 1541".

Hope you guys don't mind my putting both on the same page , but I couldn't resist. How do you do that???????????

13.

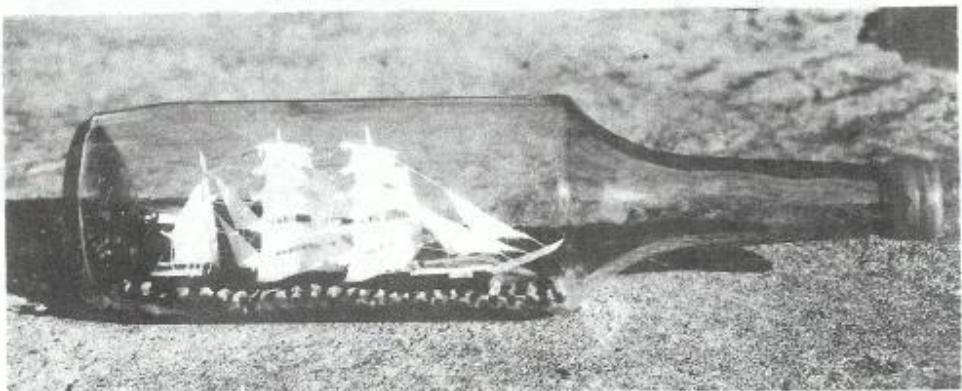


Photos below are from Russell Rowley of Seattle, Wa.

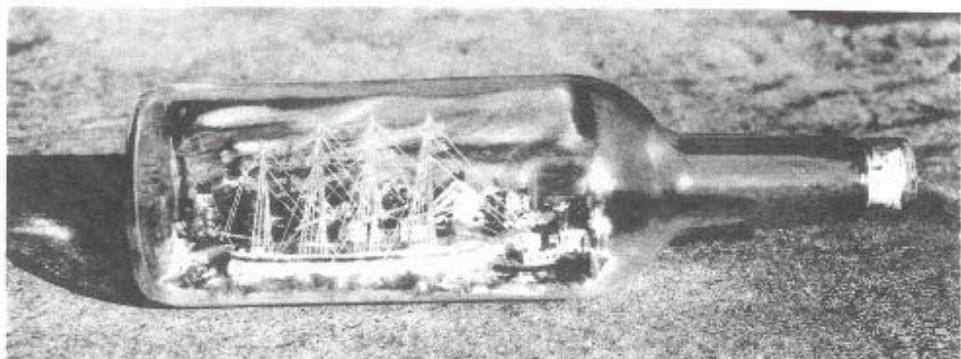


Above, Norwegian 4 mast Schooner "Sigrid" Builder Unknown, 30-40 yrs.old.

Below, 3 mast Bark "Hussam" with Hungarian flag, Builder Unknown,
30 years old.

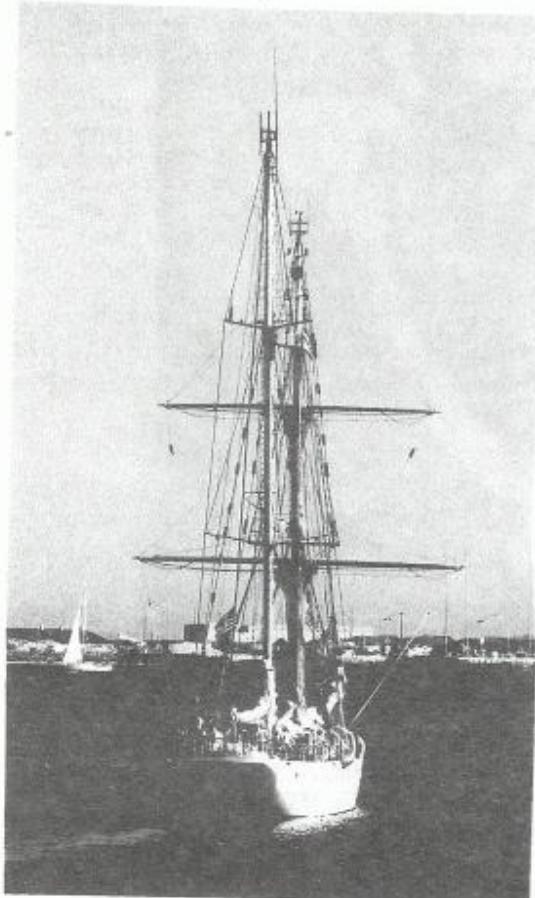


Norwegian 4 masted bark "Alice" Builder Unknown, appears to be about
40 years old.





More photos from Russell Rowley.



Right. The Robert C. Seamans
Note, the unusual
"Brailed" Square Sails
Reefed to the mast.

Oct. 2002.

Left. The "Robert C. Seamans" of
Woods Hole Massachusetts.
Leaving San Diego, California,
Oct. 2002.

Below. The "Robert C. Seamans"
at Scripp's Facility ,
Point Loma, California
Oct. 2002.

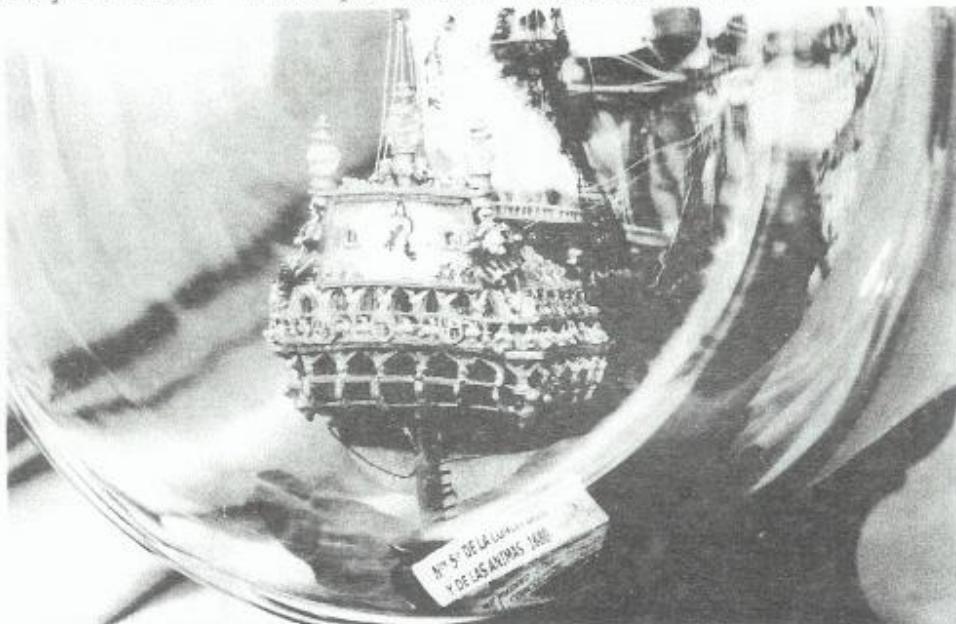


1. Two vultures board an airplane.
Each is carrying two dead raccoons.
The stewardess looks at them and
says, "I'm sorry, gentlemen, only one
carrion allowed per passenger."



Photo below from Juan Rodriguez Del Barrio
of Madrid Spain.

shows the stern of the Galeon "Concepcion" built by Juan and was on display in the "Museo Naval de Madrid" (the Madrid Naval Museum) until January 15 2003. Thank you Juan , beautiful work.



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www.modelexpo-online.com MODEL EXPO INC., P.O. Box 229140, 3850 N. 29th Terrace, Hollywood, FL 33022 1-800-222-3876 Kits, Supplies. Catalog available.

www.hobbees.com WHAT SOUNDS GOOD INC., 306 W. State St., Olean, NY 14760 716-372-8985 Kits and Supplies (Competitive Supplier. No Tax or Shipping Charges)

www.bluejacketinc.com BLUEJACKET, P.O. Box 425, Stockton Springs, ME 04981 1-800-448-5567 Kits and Fittings. Catalog available.

www.towerhobbies.com TOWER HOBBIES, P.O. Box 9078, Champaign, IL 61826-9078 1-800-637-4989 Kits, Tools Catalog available

www.dumasproducts.com DUMAS PRODUCTS, INC., 909 East 17th St., Tucson, AZ 85719 1-800-458-2828 Kits and Accessories.

www.midwestproducts.com MIDWEST PRODUCTS CO., INC., 400 s. Indiana St., Hobart, IN 46342 1-800-348-3497 Kits, Tools

www.acrossthepond.net ACROSS THE POND P.O. Box 153 ,SIS, Marblehead, MA 01945 800-469-3957 Newsboy Ship Model Kit from Les Bateaux Leclerc and other European Kits.

www.billingboats.com BILLING BOATS
AEROMARINE LAMINATES RD #4, Box 100, Seaford, DE 19973 302-628-3944
Calder Craft Ship Models
THE DROMEDARY, 6324 Belton Drive, El Paso, TX 79912 915-584-2445 Kits, Supplies, Plans
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NOTES FROM THE MEMBERSHIP CHAIRMAN

by
Don Hubbard

I want to begin by thanking **Myles Reardon, Steve Sullivan, James Herr, Conrad Forget and Bob Brown** for the extra dough they sent along with their dues checks to help fund the Association. We really do appreciate the donations which help us keep costs in line and make little extras like the color Christmas covers possible.

Here's a good one for you. How many of you have taken a close look at Association logo? How many of you noticed that the sails are on the mast backwards?

Charles Hand (Canton, NC) did and brought it to my attention. After a couple of letters Charles recollected seeing a cartoon some years back in which a similar sailing ship had its sails on backwards and a bowsprit coming out of the stern. The cartoon indicated that it was The Ship of State, rigged incorrectly and sailing in the wrong direction. Little bit of politics there.

Some info on the SIBAA Logo. Back in 1983-4 when we were struggling through our beginnings we needed a logo. At that time Per Christensen, in Denmark, was an active member. He was also an illustrator, so he apparently found a suitable illustration, made up our logo and sent it to me for our use. Now, what to do? I don't think we should do anything. I think the insignia gives us a unique character just the way it is. As Charles pointed out, the backward sails are sort of like the biplane on one of the early airmail postage stamps that was printed upside down. Finally, come to think of it, the only wind that could get in the bottle would have to be coming through the bottle neck, so the sails are set properly for that



Question and answer about 'sea material' from the SIB group message board. At Shipsinbottles @ yahoogroups.net. Both the question and the answer are worth reading
Question from grdwire@yahoo.com: Might anyone know where I can acquire or who contact to purchase the linseed oil plumber's putty that is mentioned in Mr. Hubbard's book, "Ships in Bottles", used for sea modeling. It's been years since I've built and am wanting to start again, but have scoured plumbers supply, hardware, building supply, etc., for this putty but to no avail. Or is it no longer made, due to environmental concerns? What would be an equal/better substitute?

Thanks for your time and help. Brad

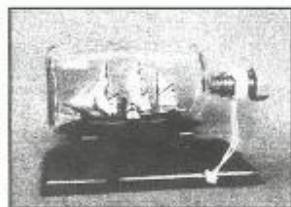
(Editor's note: That old linseed oil putty is no longer available for the reason Brad mentions)

Answer from cuda1949@hotmail.com

I use plasticine for my seas. I usually buy different shades of blue green and black. They are easily melted. I put my plasticine in a cookie tin, and then heat a pot of water. Heat the water and the plasticine melts at which time you can mix it to the color you want. When left to harden you can then take out as much as you need and roll into sausages and put into the bottle. Then heat the water and place the bottle in the water. It will melt to fill the bottom of the bottle and then the sea. I then make my waves using a special tool and then reheat to smooth the waves. I then melt white plasticine and paint it onto the waves for additional realism. When you are ready to put the ship in, you can reheat the bottle and set the ship firmly into the sea. cool and let harden and the ship is in. Al

Fake Scrimshaw - Our treasurer, Adam Mello (Calistoga, CA) wrote to the Mystic Seaport Museum asking them to authenticate a piece of 'scrimshaw' that he had photographed. The answer was sobering. The museum replied that there are thousands of mass produced scrimshaw like items that have been mass produced out of polymer plastic, most in England. They have flooded the market with these and they have found their way into auctions, fine antique shops, galleries and flea markets. "The fake scrimshaw problem has become quite widespread. There are also legitimate museum reproductions on the market, as well as modern-day work done by fine craftsmen. This make collecting scrimshaw a very tricky avocation." Let the buyer beware!

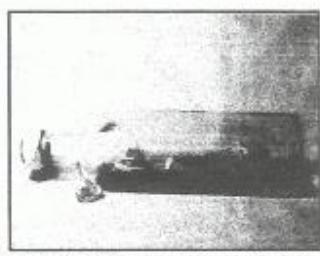
I was going through some old letters and came upon these two photos of Japanese SIB sent to me by the late Juzo Okada. In addition a couple of models by Joe Barr (Detroit, Michigan) Nice work all around.



Japanese model, builder unknown



Japanese Vertical Diorama



Great Lakes freighter Middletown by Joe Barr



Theodore Too by Joe Barr

OTHER THINGS

by
Don Hubbard

For the past few years I have been working on a book detailing other methods of decorating using items that the early sailors used or using the products of the sea in design. Since I think that most of our readers have an interest in sea related items I decided to periodically include an 'OTHER THINGS' illustrated article in The Bottle Shipwright.

COCONUT CARVING.

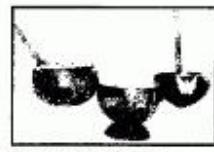
Natives of tropical lands where the coconut palms flourish have long put the hard inner nut shell to use to form utensils of every description. So it was with the New England sailors, to whom the fruit was both interesting and exotic. Sadly this is one form of scrimshaw which has never been given much play in books on the subject. Nevertheless, coconut shell was used and worked by the early sailor men, and can provide the modern would-be scrimshander with an inexpensive and readily available material for his work.

Preparation - We have all seen fresh coconuts in the market with their brown hair and rough surface. This outer material has to be removed before the nut can be carved or otherwise worked. For ease of handling it is best to set the nut down snugly into the top of an empty can or flower pot to provide a good base for working. Begin with a medium-rough file and remove the bulk of the outer stringy material. Then polish the surface down with decreasingly fine grades of sandpaper to obtain a smooth workable finish. Although the individual nut shells vary, they will all have some residual grain remaining after polishing. Don't worry about it.



Ready for filing

You will see that one end of the nut has three indentations. Puncture these to drain off the milk and then cut the nut in half to form your container. Discard the half with the puncture holes. Now carefully remove the white inner meat and use it for other purposes.



Two ladles and a cup

Design - As you can see in the picture alongside, you can use the nut to make a bowl, a ladle or some other useful or decorative object. You can also carve or sculpt the surface or inlay it with bone, mother of pearl or abalone shell to make an appealing design.



Eagle carved in relief

Relief decorations - Decorations in relief require the careful carving away of background material to make the design stand out. Begin this operation by scribing the design on the shell. Then slowly increase the depth of the surrounding material to make the design stand out. Alongside you can see where I have done this with the raised eagle on the ladle. The only caution necessary here is to avoid carving so deeply that the shell is carved through. The finishing details, in this case feathers and the shield, can then

be scratched into the raised surface. Rub the scratched area with white acrylic paint to make the design stand out. Acrylic paint is water based so clean up is easy and no harsh solvents are necessary. The area surrounding the relief design will be a bit rough from carving so it should be smoothed with sand paper.

Inlays - To inlay you must cut into the nut to provide a fitted base for the inlay material. This really is not as difficult as it sounds. Cut your inlay to its final shape and use this as a template for your excavation. After tracing, use a sharp knife and patience to gradually cut away the underlying material to provide a setting. If you are careful you can use a Dremel power tool to speed up the work. There is no need to cut deeply enough to completely embed the inlay. Just cut deeply enough to provide a firm footing. The inlay is then cemented in place with a transparent cement like standard white glue. Once the cement has dried the inlay can be filed and polished down to the height of the surrounding surface.

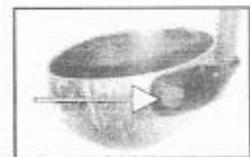
Nowadays we have strong cements like two part epoxies which can be used to join parts of the work together. This was not true aboard the old sailing ships. Most of the time the original scrimshanders would use copper rivets to connect the pieces. I used rivets with the examples shown just to see how it was done and to keep the items as authentic as possible.

My examples used walnut for the handles and for the mounting blocks on the backs of the nuts. The old scrimshanders very often used bone or ivory for this purpose.

Coconut shell tends to crack circumferentially if allowed to become too dry, so it is a good idea to display your work where the sun will not shine on it directly. It might also be a good idea to give the interior a coat of varnish or wax. A good coat of hard wax on the outside will help bring out the rich brown color of the surface.



Dipper inlaid with bone



Back of dipper showing rivets and wooden mount



If I can do it, you can do it. Happy carving!

Don Hubbard © 2003



Cat in a Bottle from the Don Hubbard collection

THE BEST OF BOTTLE SHIPWRIGHT

(from Compass Card No. 2, 1978. Compass Card was the newsletter of the French SIB organization that preceded the SIBAA)

WHAT A CURIOUS SHIP IN BOTTLE ! by Michel Dejean

La Rochelle, France, 7th January 1978

In the course of an exhibition where I presented some models, a visitor asked me this question: "Would it be possible to fill up your bottles with a liquid ?" "Oh no! As you can see, this bottle includes a sailing-ship, not a submarine." But this question gave me an idea: Why not represent a ship in her element? As this visitor wanted to see a bottle "filled up with liquid" why not a submerged submarine?

I felt it necessary to choose a simple model. Thumbing through a modelling book I discovered what I was searching for: There was a "pocket submarine" Type Seehund, a German submarine used during the last war. I was attracted by "pocket", knowing the little size I wanted to give to my model.

My submarine is made of wood, in two parts, put together inside the bottle. Unfortunately, wood floats, and I wanted the submarine to be under water in a dive. So, I took two pieces of fishing line and moored my ship (see the sketch) to a metal (ed. Note: copper?) ballast under the bottom. Fishing line being invisible in water, the delusion was quite perfect.

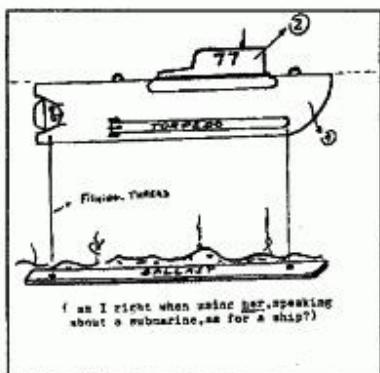
A thimble of green colored mint mouthwash created the atmosphere! And that is the story of this curious model. I must confess that this model has brought me much satisfaction. I often touch the bottle and the "accomplice" submarine seems to answer me by swinging slowly.

The hull easily passed through the neck of the bottle, the conning-tower was added inside the bottle.

This type of submarine was conceived to "swim" near the surface because of her short range. Two men composed the crew. Her armament consisted of two torpedoes.

The Seehund could be hoisted aboard a "mother ship" using the two rings you can see on her deck.

Editor's note: One of our earlier members found that water in a bottle will quickly cause fungus growth on the glass. He solved the problem by adding a bit of formaldehyde to the water. Don Hubbard



The Best of Bottle Shipwright (Continued)

From Compass Card, 1979 #4

The more things change the more they remain the same. Below I have restated an appeal for assistance that I first wrote in 1979 when I became the U.S. distributor for Compass Card, the newsletter of the French Ships-in-Bottles Association. The French editor and president of that Association was carrying all the load by himself and appealed to me for help in getting the U.S. and Canadian members to help. Here is what I included in the next English version of the newsletter. It is just as meaningful today as it was then.

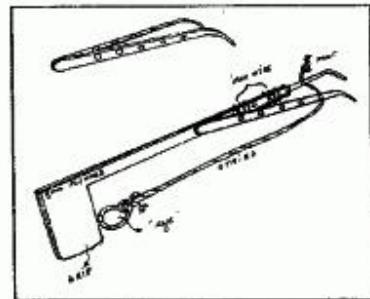
What can you do to assist?

We have all come up against problems unique to our style of building ships-in-bottles, and we have often had to solve these by developing techniques of our own or by modifying techniques given to us by someone else. Pass the information along to the rest of the members. Believe me, it is not too minor to be of value to someone who may be scratching his head over the same thing thousands of miles away. Perhaps you can tell us a good source of plans for ships, or send us a photo of a ship you built along with its significant history. Do you know any good sources of bottles; do you have a special technique for getting the putty inside; what types of putty have you tried and what difficulties have you encountered? Do you have a different way to mount your finished models, and if you sell your models perhaps you could tell us of your experiences in merchandising and pricing your ships. Compass Rose can use cartoons on the subject, either from your local paper or an original of your own. These are just a few ideas. The list of possibilities is endless if you just give it some thought, and the input is truly needed. You need not have your material in perfect form. Send me the ideas and I will put it in usable form. What better incentive can I give you. My thanks in advance! Don

New address since the original went out, but I still volunteer to help as I suggested. *Don Hubbard, PO Box 180550, Coronado, CA 92178 or hubbarddon@aol.com*

The tool below was featured in Compass Card 1979 #3 and was submitted by Alain de Rotaliar, Louveciennes, France. Following are his comments:

Tweezers always seem too short for working in a bottle, so when I came across a pair of tweezers that had hoes along the sides I devised this instrument. After forming a handle out of wood I fixed the tweezers on with wire. Then using some common string I made a pulling device that could be worked from outside. It took me about half an hour to make and it works very well.



Editors note: The above is an example of an idea submitted by a member for publication. Now from your point of view, you can copy the design or use it as the basis for another idea of your own. Maybe you can substitute modern materials like epoxy instead of wire for attaching the tweezers to the handle or using thin flexible cable instead of string for the pulling device. And then sketch if you do improvise and come up with a new item sketch or photograph it and send it to me for a future edition of Bottle Shipwright. Thanks, Don

BOOKS-WEB SITE.

A friend of mine, who is a book collector, has introduced me to a web site that many members of the SIBBA will be interested. I was trying to obtain a copy of the book Bottling Ships and Houses by Ronald C. Roush and he suggested that I try the web site abebooks.com. The site connects you with thousands of used bookstores all over the world and when you find a book that you would like to purchase you contact the bookstore and make arrangements yourself. He has purchased many books by using the web site and has never had a problem. He said that the bookstores that he has dealt with so far have been very professional and my experience has led me to the same conclusion. I have purchased 6 books from 5 different bookstores and have not had a problem.

The database can be searched by 1 Title 2. Author 3. ISBN and or 4. Key word and can be further refined by price or the country in which the bookstore is located. It has been my experience that using the keyword option i.e. (ship in the bottle) does not lead to a successful search. The only SIB book I seem to find using that search is Ship In A Bottle by Clive Monk. I would recommend using the author's name to search. When I typed in Don Hubbard's name I found 42 copies of both editions of his SIB book in 5 countries (U.S.A., Germany, U.K., Canada, and Australia). I have found every English language SIB book that I have searched for in the database, although to my frustration I have been unable to find the Japanese SIB books of Jozo Okada. I have even found the complete 1st edition 6 volume set of Souvenirs de Marine, in turn of the 100 + yr old French ship plan collection, but at \$11,500 I think that I will shop around a little. When you find a book that you wish to purchase, you should contact the bookstore to make sure that is still in stock. Every book has a ID # and when you contact the bookstore, by phone or e-mail, the ID # should be mentioned and also determine the shipping cost. Most of the SIB books would only cost \$3-\$5 but of course overseas shipping in much higher. I purchased Ships in Miniature (A New Manual of Modelmakers) by Lloyd McCaffery and Shipbuilding in Miniature by Donald McNarry from the same bookstore in Hamburg Germany and the shipping cost was \$26 or one third the total cost. When you contact the bookstore you can inquire about payment choices. Of course all accept credit cards but many accept personal checks. If you do not feel secure e-mailing credit card information you can simply call or use the regular mail.

Steve Moseley
Cincinnati , Ohio
moseleae@email.uc.edu

5. Did you hear about the Buddhist who refused Novocain during a root canal? He wanted to transcend dental medication.



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revised 1997

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George Williams (georosiew@juno.com)
World Wide Web server (http://www.shipbottle.ru) Rodeny Walat (rwalat@cs.com).

21 February 2003.

THE PREZ SAYS-On Thursday February 20, 2003 we were shocked and grieved to learn that the Vice President of our Association, Frank Skurka had died, apparently of an accident in his home.

Frank was a plank owner of our Association whose interest in the success of SIBAA could not be surpassed. One of his greatest desires was that we create a Ship-In-A-Bottle Museum so that the public might see and learn more of the folk art which we all follow. Frank spent much of his own time and money attempting to locate a suitable spot for such a Museum. His support of our activities and of our Journal, the Bottle Shipwright, to which he was a major contributor, were unquestionable.

Frank graduated from the U.S.Merchant Marine Academy and served at sea for a number of years. He brought much of his seagoing knowledge to the Ships-In-Bottles Association of America. He specialized in the construction of miniature ships in bottles.

Frank Skurka will be sorely missed.

Jack.



Frank Skurka and Jack Hinkley cut the 10th Anniversary cake for SIBAA , at the Ships of the Sea Museum in Savannah, Georgia.



Frank Skurka presents the award for outstanding contributions to SIBAA, to President Jack Hinkley at the Ships of the Sea Museum in Savannah, Georgia Sept.1992 Conference

Don Hubbard co-founder of SIBAA lent his name to this award.